

## Prices and Prospects.

### Continued Apathy on Part Coke Consumers Makes All Branches of Market Dull

Still Oiling to Hope That  
Freight Rates Will  
Be Reduced.

#### NO PEDDLING BEING DONE

By Producers as Formerly; Show No  
Disposition to Shade Prices Which  
Would Offer No Inducement to Buy-  
ers; New Contracts Not Yet Placed.

Special to The Weekly Courier.  
PITTSBURGH, Nov. 29.—All branches of the Connellsville coke market continue to show apathy on the part of consumers. There is no increase in consumption in any quarter, while buyers of all classes display an apathy to the more consideration of purchases for forward deliveries. There is no inherent weakness in the situation, and the indifference of buyers is commonly ascribed to the feeling that is, quite general in these circles, unwillingness to enter into any fresh engagements that can be avoided as long as freight rates are not reduced.

There is as much talk as formerly about freight rate reductions, and just as little substance in the prospect. There is no evidence that freight rate reductions are any nearer than they were six months ago. Men are beginning to wonder whether the business situation has not been injured by the great amount of coke that has been about freight rate reductions, when instead of bringing the reductions the talk simply discourages the transaction of business.

Connellsville coke operators are not resorting to the tactics that were observed so often before the war, of peddling coke around when there was no demand, and price really offered no inducement to consumers to take hold. Coke is offered, and is quite freely offered, but there is no disposition to shade existing prices in the mere chance that thereby the interest of a consumer might be aroused. Operators prefer to wait until the possible buyer begins to display interest before quoting the closest price. The result is that while there is little demand and there is coke that operators would like to move the quotable market is no lower than a week ago.

The contract market for the new year has not opened up, but there has been a little dickerings as to the renewal of such contracts now in force as expire December 31. In one case it is understood a contract was renewed for the first quarter at \$3.40. That would be considered a fair price for some brands of coke for the period, while other brands would be held at a considerably higher price, "for the present at least."

In foundry coke there is as little demand as formerly, and the trade is convinced that the consumption of foundry coke is considerably less than a month or six weeks ago. The same testimony, as to the slowness in foundry operations, is furnished by the foundry pig iron market and by the market for foundry scrap iron, both of these markets being very dull.

Heating coke has shared in the general dullness, neither wholesalers nor retailers being disposed to take hold. They, in company with others, seem obsessed by a fear that they may lose a little by freight rates being reduced. Heating coke is quoted by some operators at \$2.50 to wholesalers, which would mean \$2.65 to retailers. Furnace and foundry coke continue quotable as follows:

Spot furnace ..... \$3.40-\$3.45  
Contract furnace ..... \$3.40-\$3.45  
Spot foundry ..... \$3.40-\$3.45

Monthly average prices of spot coke have been as follows since the first of the year:

Month	Price
January	3.40
February	3.40
March	3.40
April	3.40
May	3.40
June	3.40
July	3.40
August	3.40
September	3.40
October	3.40
November	3.40

The pig iron markets are as dull as ever, showing practically no life. Idle merchant furnaces show no disposition to get into blast, while some of those operating are undoubtedly piling part of their make. Possibly production would be somewhat restricted were it not desired to give employment to workmen and to use up the large stocks of iron ore that are left, there being reason to expect that Lake Superior iron ore will experience a further decline for the 1922 season, perhaps 30 cents. This season's prices came out at one dollar, reduction from those of 1920. The Vay market remains quotable as follows:

Month	Price
January	3.40
February	3.40
March	3.40
April	3.40
May	3.40
June	3.40
July	3.40
August	3.40
September	3.40
October	3.40
November	3.40

#### COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville district (often called the Kiskadee and sometimes the Nesquehanna district) to principal points for shipment, are as follows, per ton of 2,000 pounds, effective August 15, 1920:

Destination	Rate
Baltimore	3.35
Buffalo	3.35
Canton	3.35
Chicago	3.35
Cleveland	3.35
Columbus	3.35
Detroit	3.35
E. St. Louis	3.35
Erie	3.35
Harrisburg	3.35
Joliet	3.35
Louisville	3.35
Milwaukee	3.35
New York	3.35
Philadelphia	3.35
Pittsburgh	3.35
Port Henry, N. Y.	3.35
Port Maitland, Ont.	3.35
Portsmouth, N. H.	3.35
Reading	3.35
Richmond, Va. (B. & O.)	3.35
Richmond, Va. (P. R. R.)	3.35
South Bethlehem	3.35
Sunderland, Pa.	3.35
Toledo, O.	3.35
Wheeling	3.35
Valley Point	3.35

For Export:

Destination	Rate
Philadelphia (E. O. B. ves.)	3.35
Baltimore (F. O. B. ves.)	3.35
Philadelphia (F. O. B. ves.)	3.35
Baltimore (F. O. B. ves.)	3.35

### STEEL PRODUCTION HOLDS AT SAME RATE IN SPITE OF DULLNESS

Business Being Retarded by Public  
Discussion of Probable Reduc-  
tions in Freight.

Special to The Weekly Courier.  
NEW YORK, Nov. 30.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

An outstanding feature of the steel situation is the fact that with nearly all the finished steel markets having been reported as decidedly dull in the past six weeks the production of steel continues at approximately as high a rate as has been since early in the year, though obviously neither producers nor buyers are putting any steel into stock. Thus there is a very substantial backlog of business upon which improvement can build up.

Steel ingot production has been at about 45 per cent of capacity since October 1, and it looks now as if there would be little if any recession in the winter, while in all quarters it is expected that before spring really begins the mills will see a decided increase in demand.

A secondary feature is the greater activity in finished products than in raw and intermediate materials, suggesting thorough liquidation of stocks. Producers will enter the new year with clean slates and will be able to figure selling prices closely. Some of the losses recently reported were plainly attributable to liquidation of high priced materials and the making of various statements that will not seem to be repeated. It will be possible to sell steel profitably at quite moderate prices, and if the cost of consumption, fabrication or utilization of steel mills products is not unreasonably high a much wider market will be presented for steel than the mills have been able to make for themselves in the past year.

Steel prices continue to show a slight sagging tendency. In general, black and galvanized sheets are an exception, as the market is now steadied at prices of \$3.00 and \$4.00, the level represented by the \$5 a ton advance last September. The \$4.75 advance price is well maintained. Bars, shapes and plates show less sagging tendency than formerly.

Undoubtedly the transaction of business has been and is being retarded by the immense volume of talk about freight rate reductions, which are now in no clearer prospect than at any time in the past.

#### FORMER CONNELLSVILLIAN

Heads \$600,000 Maryland Corporation  
To Develop Big Coal Tract.

William A. Morgart of Cumberland, formerly a member of the firm of Morgart Brothers, who conducted a grocery store on East Crawford avenue for several years, has been made president of \$600,000 Maryland corporation, which he formed for the development of a new coal field in Garrett county, Md.

The tract consists of 35,000 acres upon which three mines of large capacity are being opened.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING NOVEMBER 26, 1921				WEEK ENDING NOVEMBER 19, 1921			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	18,439	4,068	14,371	14,371	18,439	4,151	14,288	14,288
Lower Connellsville	17,188	3,363	13,825	13,825	17,188	3,482	13,706	13,706
Totals	35,627	7,431	28,196	28,196	35,627	7,633	27,994	27,994

  

FURNACE OVENS	Ovens	In	Out	Tons	Ovens	In	Out	Tons
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	16,170	3,100	13,070	13,070	16,170	3,100	13,070	13,070
Lower Connellsville	6,056	1,215	5,768	5,768	6,056	1,215	5,768	5,768
Totals	22,226	4,315	18,838	18,838	22,226	4,315	17,738	17,738

  

MERCANT OVENS	Ovens	In	Out	Tons	Ovens	In	Out	Tons
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	5,269	908	2,961	2,961	5,269	1,051	2,218	2,218
Lower Connellsville	10,152	2,145	8,007	8,007	10,152	2,161	7,088	7,088
Totals	15,421	3,053	10,968	10,968	15,421	3,212	9,306	9,306

### DROP IN COAL RATES IS FORESHADOWED BY FARM PRODUCTS CUT

At Least That Is the Impres-  
sion Prevailing in  
Washington.

#### COMMERCE COMMISSION

Expected to Act in Association With  
Or Independently of the Railroad  
If Not, Formal Complaint Will Be  
Filed by Wholesale Coal Association

There is a growing feeling in Washington that the Interstate Commerce Commission, with or without the assent of the railroads, is preparing to order a reduction in coal rates of not less than 10 per cent and that this reduction will become effective about the first of the year, says the correspondent of the Coal Trade Journal. It is not possible at this stage to make any positive statement upon this proposition, but there are abundant indications that the matter is being favorably considered by the commission and that some official announcement may be forthcoming around the first of December.

The action of the railroad executives in voluntarily agreeing to a 10 per cent reduction on all farm products to become effective "as soon as possible" has given impetus to the movement for a general decrease in rates on all basic commodities which necessarily would include coal. The farm products rates were arranged for at the New York meeting of railway executives, a meeting attended by representatives of the Interstate Commerce Commission.

That action is taken to be the forerunner of a decrease more sweeping in its scope. The building materials interests as well as the coal interests are demanding rate relief and both groups appear to have semi-official assurances that this relief is not far in the future. If the cut in coal rates comes it will probably include sand and gravel.

No movement has gained headway in favor of rate reduction on classified freight. Existing rates on this class of freight will probably remain unaffected for many months, all railroad interests insisting that the utmost they can do now is to deal with commodity rates. Even the commodity rate reductions were to have been predicted, upon further reductions in wages. But the pressure for cheaper freight charges upon farm products, upon coal and upon building materials has been so heavy that the railroads and commission seem willing now to proceed with rate revision in that direction without any immediate promise of reduced payroll expenses.

Coal interests are not pressing for coal rate reductions upon one day's notice as were the farmers. They would be sufficient in view of the fact that most retailers have stocked up for a 30 to 60-day period with coal contracted for on the basis of existing rates. It appears more equitable, therefore, to all hands to give a reasonable period of notice before putting cheaper coal rates into effect in order to allow the retailers to escape serious losses on existing stocks.

The American Wholesale Coal Association is proceeding with its petition for lower coal rates, notwithstanding developments in other directions. That association has asked for a return to the earlier level of rates which when figured out in the light of differentials would mean a net reduction of 10 per cent, however, the association's petition may not be pressed for the time being.

Also it is indicated that should the Interstate Commerce Commission fail to take action on coal rates in association with the railroads or independently of the carriers, the association may withdraw its petition for a rate reduction and submit a formal complaint. This procedure would have the effect of bringing the whole matter to an issue.

No date has been fixed by the commission for a hearing on the whole-salers' petition and no pressure has been laid upon that body for a hearing in the near future. Because of the decided trend toward lower rates, observable from many points of view all interests for the time being are inclined to hold back and allow matters to take their course.

### Independent Steel Concerns To Be Merged

YOUNGSTOWN, O., Nov. 30.—James A. Campbell, president of the Youngstown Steel Tube company, yesterday announced a merger of that company with the Inland Steel company and the Steel & Tube Company of America is under negotiation and probably will be completed about April 1, 1922.

All are independent companies.

### JONES & LAUGHLIN BUYS 14,000 ACRES COAL IN GREENE CO.

Purchase Is Made from Pied-  
mont Coal Company, An-  
nouncement Says.

#### MILLIONS IN THE DEAL

Tracts Lie Along Dunkard Creek,  
Nearest Town Being Point Marion,  
Fayette County; Purchase Made for  
Future Needs of the Steel Company.

PITTSBURGH, Nov. 28.—The Jones & Laughlin company has acquired a large tract of coal land, approximately 14,000 acres, in Greene county, it was announced today.

The purchase, which was made through one of the Jones & Laughlin coal subsidiaries, was from the Piedmont Coal company and was said to involve several million dollars.

Lying along Dunkard creek the coal is readily accessible from the Monongahela river for transport to the company's coke ovens and mills in Pittsburgh and Woodbury. The nearest town is Point Marion, on the opposite side of the river. The coal, it was added, would be held in reserve for future requirements of the steel company.

#### COKE PRODUCTION

In Connellsville and Lower Connellsville Districts Compared With 1920.

The estimated production of coke in net tons in the Connellsville and Lower Connellsville districts, by weeks, with the total compared with the corresponding week of 1920, is shown in the following:

Week	Merch.	Furn.	Total
Jan. 1	1,131	1,131	2,262
Jan. 8	1,230	1,230	2,460
Jan. 15	1,280	1,280	2,560
Jan. 22	1,330	1,330	2,660
Jan. 29	1,380	1,380	2,760
Feb. 5	1,430	1,430	2,860
Feb. 12	1,480	1,480	2,960
Feb. 19	1,530	1,530	3,060
Feb. 26	1,580	1,580	3,160
Mar. 5	1,630	1,630	3,260
Mar. 12	1,680	1,680	3,360
Mar. 19	1,730	1,730	3,460
Mar. 26	1,780	1,780	3,560
Apr. 2	1,830	1,830	3,660
Apr. 9	1,880	1,880	3,760
Apr. 16	1,930	1,930	3,860
Apr. 23	1,980	1,980	3,960
Apr. 30	2,030	2,030	4,060
May 7	2,080	2,080	4,160
May 14	2,130	2,130	4,260
May 21	2,180	2,180	4,360
May 28	2,230	2,230	4,460
Jun. 4	2,280	2,280	4,560
Jun. 11	2,330	2,330	4,660
Jun. 18	2,380	2,380	4,760
Jun. 25	2,430	2,430	4,860
Jul. 2	2,480	2,480	4,960
Jul. 9	2,530	2,530	5,060
Jul. 16	2,580	2,580	5,160
Jul. 23	2,630	2,630	5,260
Jul. 30	2,680	2,680	5,360
Aug. 6	2,730	2,730	5,460
Aug. 13	2,780	2,780	5,560
Aug. 20	2,830	2,830	5,660
Aug. 27	2,880	2,880	5,760
Sep. 3	2,930	2,930	5,860
Sep. 10	2,980	2,980	5,960
Sep. 17	3,030	3,030	6,060
Sep. 24	3,080	3,080	6,160
Oct. 1	3,130	3,130	6,260
Oct. 8	3,180	3,180	6,360
Oct. 15	3,230	3,230	6,460
Oct. 22	3,280	3,280	6,560
Oct. 29	3,330	3,330	6,660
Nov. 5	3,380	3,380	6,760
Nov. 12	3,430	3,430	6,860
Nov. 19	3,480	3,480	6,960
Nov. 26	3,530	3,530	7,060

### ROADS ASKED TO JUSTIFY PRESENT CARRYING RATES

Questionnaires Sent to All by  
Interstate Commerce  
Commission.

#### INFORMATION SOUGHT

WASHINGTON, Nov. 29.—The railroads will be given from December 14 to 21 to justify at hearings the present level of the transportation charges, the Interstate Commerce Commission announced today in making public a questionnaire to the carriers. It is intended to guide all persons interested in appearing in the general investigation the commission is to make.

The roads are asked whether present rates are reasonable in the aggregate in the country as a whole or reasonable in the territorial rate groups, and if not to what extent they need modification.

It asks definite financial showing as to what returns the carriers are earning and what prospects they have for the future, what has been done to reduce operating expenses, by what changes up or down have already been made in individual commodity rates and what has been expended on maintenance.

The commission also invited argument on what rate of return railroads should be entitled to earn upon their property holdings after March 1, 1922, when the transportation acts six per cent standard of railroad earnings expires.

#### STEEL MERGER

Said to Be Waiting Results of Surveys  
of Plants for Bankers.

The latest phase of the threatened consolidation of several independent steel plants is the report that bankers who may become interested have asked the privilege of making a survey of the independent properties which are in the Youngstown district, which it is proposed to merge with the Inland and the Tube Company of America.

It is assumed that after the bankers have gathered the data they are seeking, they may be in a position to propose a feasible plan to bring about the consolidation, but thus far the merger is still in embryo.

#### NO LIABILITY

Created by Price Fixing Under Lever  
Act, Says U. S. Court of Claims.

The United States Court of Claims judgment in favor of the government, dismissing the action brought by the J. M. Macdonald Coal Mining company to recover \$58,036. The coal company claimed that because of the Fuel Administration fixing the maximum price of coal under the Lever Act, it suffered the loss of the above amount.

"It is our conclusion," the court said, "that the Lever Act does not create a liability in the United States to producers of coal who sold their product at prices fixed by the government."

#### LAKE SHIPMENTS

Of Soft Coal Continues Decline as  
Season Approaches a Close.

The movement of soft coal up the Lakes continued its decline as the close of the season approached. During the week ending November 26, 275,569 tons were dumped at Lake Erie ports, a decrease from the preceding week of 106,042 tons.

Cumulative dumpings during the present season now stand at 22,625,575 tons and exceed the figures for 1919 and 1920 by about 175,000 tons. Compared with 1918, however, 1921 is six and a half million tons behind.

#### More Ovens at Clairton.

The announcement has been made in New York that the Clairton Coke company will build six additional batteries of by-product coke ovens at Clairton.

#### Locomotive Orders Increase.

Baldwin Locomotive Works took orders for 30,000,000 of business in October, more than during any month since the spring of 1920.

## Production and Output.

### Furnace Ovens Make Still Further Increase in Output Lead Over Merchant Plants

#### COKE TRADE SUMMARY.

The lead in weekly output of coke extended by the furnace ovens over the merchant plants during the week ended November 26 was again increased last week and by an amount almost equal to the gain of the earlier week. At the same time the merchant operations fell behind by almost the precise amount that they had lost during the week they were surpassed by the furnace ovens. There was a net gain of 5,340 tons in the combined tonnage, the total having been 74,620, as compared with 69,280 tons of the preceding week.

Business generally being very much absorbed by discussion of a reduction in freight rates, in the accomplishment of which the furnace ovens have perhaps the greatest concern, both coke and coal have been very much affected. Demand for both continues to fall off and there is a well defined impression that a change for the better will not come until well after the new year has begun, or not until the freight reduction question is definitely settled.

The leading coke producers are not peddling coke or making price cuts as an inducement to unwilling buyers. They are disposed to suspend operations rather than sell below \$2.50. Some coke, if the limited sales can be called a market, has been sold below that figure, hence the current price range about as follows: Spot furnace, \$3.40-\$3.45; contract, \$3.35-\$3.40; spot foundry, \$3.40-\$3.45.

Score Second Weekly Gain of  
Over 7,500 Tons While  
Latter Drop Behind.

#### WILL SUSPEND OPERATION

Rather Than Sell Spot Furnace Below  
\$2.25, Is Attitude of Leading  
Producers; No Betterment in Situation Expected Until First of Year

The production lead of the furnace over the merchant ovens, which was regained during the week ended November 19, was further and quite materially increased last week. This was accomplished notwithstanding the furnace ovens made but a five-day running schedule, Thanksgiving Day having been observed at all plants of the H. C. Frick Coke company, and with a few exceptions at other furnace operations.

The rate of furnace gain was practically the same as during the preceding week as was also true of the recession by the merchant plants. The furnace oven tonnage was 42,860, or 7,550 tons greater than in the week of November 19 when the gain had been 7,770 tons over the week of November 12.

The merchant ovens fell behind 1,580 tons as compared with 1,620 tons of the immediately preceding week. The regional tonnage of 44,380 therefore represents a net increase of 5,940 tons against a similar increase of 6,150 tons during the week before.

While a few of the merchant operations made a six-day run the bulk of them had no occasion to change their schedule which had previously been reduced to five, four, three or a less number of days sometime ago. There was no increase in demand from consumers and, if any developments were noticeable, it was the tendency of buyers on contracts to have shipments held back rather than rushed forward to destination. In that situation there was no incentive for the merchant operators to do more than keep plant operations well in hand in order to avoid accumulations of stock or unassigned cars, and be ready, as some of them are, to wait until well along in the new year before any decided change for the better takes place.

Although some coke has been sold at a price regarded by the bulk of operators as altogether too low, those having a better appreciation of the value of their product are declining to be drawn into a price-cutting contest. Realizing also that the condition of the market is such that a shading of price offers no incentive to buyers who have no pressing need for coke, they are refraining from making shipments. This policy on the part of the real leaders among the producers explains why they have assumed the attitude that they will suspend operations rather than sell spot furnace coke at less than \$2.25, at which figure they are making shipments on orders already in hand.

The coal market reflects the conditions prevailing in coke. Demand has in a large sense disappeared and opportunities and offerings at low prices are little or nothing. Both coal and coke consumers are very much occupied in discussing the probable reduction in freight rates and have formed the conviction that readjustments will be made within a comparatively short period. In this view, and the slowing down of business which always occurs toward the close of the year, the expectation is that both coal and coke will drag along until freight reductions have been ordered or it is positively known that relief from this source is not to be forthcoming until later.

#### TEMPORARY LEVEL

IN BEEHIVE OUTPUT;  
COAL AVERAGE LOWER

Coke Total Around 110,000 Tons  
Weekly; Coal Trade Absorbing  
Less Than 90,000,000 Tons.

The production of coke in beehive ovens in the United States appears to have found a temporary level at 110,000 to 115,000 tons a week, says the weekly report of the United States Geological Survey. The coal output in the week ended November 19 is estimated from reports of cars of coke loaded by the principal railroads, at 111,000 net tons. While an increase of 8,000 tons over the holiday week just preceding, this was still below the figure attained in the week of November 5, when 116,000 tons were produced. In comparison with the corresponding period of 1920, the present rate of output shows a decrease of 70 per cent.

The cumulative production for the calendar year to date now stands at 4,826,000 tons, barely one-fourth of that in the corresponding months a year ago.

Production by states, compared with the corresponding week of 1920, was as follows:

State	1921	1920
-------	------	------

## SUPERPOWER PLAN WOULD PREVENT A LARGE FUEL WASTE

At Mines, on the Railroads and  
in Industries of All  
Kinds.

### OPERATION OF TRAINS

By Electric Locomotives Would Result  
In Many Advantages and More Satis-  
factorily Meet the Present Condi-  
tions at Great Terminals.

Investigations by the United States Geological Survey, embodied in the report of the proposed superpower system for the region between Boston and Washington, show a waste of coal used in the production of power by the industrial establishments in this zone in the year 1919 to the amount of 13,502,100 tons. In other words, the energy developed by these establishments by the burning of 15,125,000 tons of coal could have been developed in large central power plants by the burning of 5,623,900 tons. This was a waste through inefficient, independent power production of 71 per cent in coal consumption.

Looking ahead to 1930, with the increased demand for power that can then be reasonably expected, the total coal saved under the unified system, it is stated, will be 59,000,000 tons. Under motor operation the industries could save \$190,000,000 annually in their power bill and could make a greater output of product.

The superpower system comprehends also a plan of power production that includes the generation of electricity by stream at tide water and on inland waters where a sufficient quantity of condensing water can be obtained, and also the utilization of all hydro-electric power that may be economically obtainable from rivers within the zone or within the transmission distance of it. The electric power so generated will be coordinated through a system of interconnected transmission lines, the potentials of which will be on the order of 220,000 and 110,000 volts.

Economy of investment and economy of operation are the two ends sought by this plan, the outstanding feature of which is a great network of inter-connecting transmission lines which makes a system of many units. This transmission network and its substations would require \$104,000,000 by 1930, and the total investment cost of the system the same year is given by the engineers as \$1,079,584,000, of which \$683,235,000 would be new money, for more than \$400,000,000 worth of existing steam-electric and hydro-electric plants are retained in service.

The industry using the largest amount of coal in the region is anthracite mining, and in this industry a coal saving of more than 75 per cent could be made if the mines were supplied from an efficient central electric power system. Many industries, it is stated, could save coal by the use of waste-heat boilers. Probably the greatest saving by this means could be made in the cement industry. It is estimated that if waste-heat boilers had been in use in 1919 in all the cement plants in the superpower zone, 510,000 tons of coal would have been saved in that single industry.

There are many blast furnaces in the superpower zone which are isolated from any steel plants or rolling mills, and approximately half their gases are wasted. These wasted gases would produce sufficient heat for boilers to generate 500,000,000 kilowatt-hours a year.

The advantages to be derived from the electrical operation of the superpower zone include the conservation of national resources, both coal and labor; an increase in the capacity of main and yard tracks; an improvement of the physical condition of terminals and an increase in the value of the property, as shown by the New York Central and Pennsylvania terminals in New York City; benefits both to the traveling public and to residents along the route through the elimination of noise and smoke; the possibility of providing multiple-level terminals and freight warehouses; and economy in operation through the use of fuel and machinery for generating energy by a few skillful operators in economical stations as contrasted with a large number of technically ignorant operators with small, uneconomical machines.

A considerable saving in time and hence an increase in capacity under the superpower system will be made by lengthening the operating divisions, which will be from 200 to 400 miles long instead of 100 miles. An electric passenger locomotive will run in the morning from New York to Boston and will return in the afternoon or at night, making a total run of 450 miles a day. A similar round trip will be made between New York and Washington, or New York and Syracuse. The electric locomotive can be kept at work on the road for 20 hours a day, and if operated at an average speed of 25 miles an hour it can run 500 miles a day. This mileage, however, is double that of the electric passenger engines now used on the New York, New Haven & Hartford line and is higher than would be obtained as an average, but there is every reason to believe that with unified operation an average between 350 and 500 miles can be made.

#### KILLED BY CABLE

Master Mechanic Kuhn's Meets Death in Allison Mine.  
Harry A. Kuhn, 41 years old, master mechanic at the Allison plant, W. J. Rainey, Inc., was killed Sunday while working on the head by a wire cable that drew cuts around the mine in the shaft.

He was helping other employees untangle the cable, which was attached to two loaded cars, when the cable snapped and struck him on the head, fracturing his skull.

## Railroads May Have To Borrow Before Government Pays

The failure of Congress to pass the railroad funding bill and the announced decision of the administration not to press the matter further is expected to result in large-scale borrowing by the railroads during the coming year, according to railroad officials. Bonds to a large amount will be floated by the roads in 1922, it is said, all hope having been given up by the carriers of ever getting favorable legislation from Congress. The money must come from some source or other, it is said; as the railroads will find funds necessary for needed extensions and betterments.

In view of the lower rates now in effect for money railroad executives are reported to believe that most of the roads will experience no difficulty in obtaining necessary funds direct from the investing public on favorable terms, although it is conceded that some of the weaker lines will still be obliged to look to the government for assistance.

James C. Davis, director general of railroads, anticipates that practically all the claims of railroads against the government can be settled by the end of next year. Thus far claims aggregating more than \$113,000,000 have been settled upon a basis of nearly 31 per cent, something more than \$127,000,000 having been paid to the claimants. The aggregate of all claims is expected to be approximately \$1,100,000,000 so that a total of about \$335,000,000 on the same basis would be required to effect settlements.

The claims settled represent about something more than 40 per cent of the total mileage of lines that were under government control. The claims thus far filed amount to more than \$882,000,000.

## Railway Shopmen Preparing Demands For Wage Increases

CHICAGO, Nov. 26.—International officials of the six shop crafts affiliated with the railway employees department of the American Federation of Labor, are preparing their demands for wage increases of five cents an hour over the rates established by the Railroad Labor Board's \$600,000,000 wage award of July 20, 1920.

These demands will be presented at a series of conferences requested of the roads to be held on December 20. General chairmen of the six crafts expect to meet representatives of the roads individually for the negotiations.

The new rates of pay expected by the shopmen represent a flat increase of 13 cents an hour over the Railroad Labor Board's wage reduction decision of July 1, 1921.

The rates asked by the shopmen, including the increase, are 31 cents for blacksmiths, 30 cents for machinists and sheet metal workers, 29 cents for electrical workers and 27 cents for carmen.

About 400,000 shopmen will be affected by the requests. The Pullman company and the American Express company are not included in the requests, satisfactory agreements having been reached with those two companies.

## Pennsylvania Force Back to Level of 1920

ALTOONA, Nov. 28.—The number of men employed by the Pennsylvania railroad is nearly back to the total of a year ago and the payroll has increased \$820,000 since August 1, the Altoona chamber of commerce reports. These facts, the chamber explains, were obtained from Works Manager P. F. Smith.

The following figures, not including roundhouses, were made public also: Number of men working in the shops November 1, when the lay-off started, 12,750; smallest number of men working at any time, 4,500, during the summer months; number of men laid off, 8,200; number of men put back to work, 4,500; number of men refusing to sign working agreement up to November 7, 1921, 450, number of men sent for, 5,600; number of men responding to call but refusing to go to work, 141. The remainder, it is stated, never answered. The number of men now working, including the Middle division, is declared to be about 11,000.

## Wage Figures Denounced as Misleading

WASHINGTON, Nov. 26.—Railroad wage figures supplied by railroad executives to the Interstate Commerce Commission and the Railroad Labor Board were branded as "statistical fallacies" by F. J. Worne, economist for the railroad brotherhoods, in a further discussion today of railroad questions before the Senate Interstate Commerce committee.

Worne charged the railroad data in many respects is untrue and in others entirely misleading and intended to show a higher average wage than is received.

### NEW PUBLICATION

Devoted to Artificial Gas and Its By-Products, by Geological Survey.  
This publication gives in final form the detailed statistics of the manufactured gas industry during the war. It is more than a statistical statement, however, it is an engineering analysis of the reports furnished by the several gas companies. It shows average and extreme conditions of operation for various types and sizes of gas plants.

The report is being sent to all makers of gas. Engineers, shippers of coke or gas coal and others who may be interested, can obtain a copy upon application to the director, United States Geological Survey, Washington.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, November 26, 1921.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	Beatty	Mt. Pleasant Coke Co.	Greensburg
30	Brush Run	Brush Run Coke Co.	Mt. Pleasant
150	Clare	Clare Coke Co.	Connellsville
40	Clarks	Corrado-Schenck Coke Co.	Uniontown
50	Ellen No. 2	Whyel Coke Co.	Uniontown
100	Ellen Grove	W. J. Rainey, Inc.	New York
16	Franklin	Summit-City Coke Co.	Connellsville
121	Gilmore	Gilmore Coke Co.	Uniontown
80	Grace	Corrado-Schenck Coke Co.	Connellsville
8	Helen	Samuel I. Lohr	Youngwood
145	Humphreys	Brownfield Coal & Coke Co.	Greensburg
16	Morgan	Corrado-Schenck Coke Co.	Connellsville
275	Mt. Braddock	W. J. Rainey, Inc.	New York
110	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	Nyara	Brownfield Coal & Coke Co.	Uniontown
45	Nelle	Kelle Coke Co.	Connellsville
328	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
440	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
96	Paul	W. J. Rainey, Inc.	New York
400	Revere	W. J. Rainey, Inc.	New York
40	Thomas	Whyel Coke Co.	Uniontown
57	West Penn	West Penn Coke Co.	Pittsburg
FURNACE OVENS			
2,269	Adelaide	H. C. Frick Coke Co.	Pittsburg
356	Alverton	H. C. Frick Coke Co.	Pittsburg
327	Bagnaley	H. C. Frick Coke Co.	Pittsburg
300	Bitnor	H. C. Frick Coke Co.	Pittsburg
240	Brinkley	H. C. Frick Coke Co.	Pittsburg
250	Calumet	H. C. Frick Coke Co.	Pittsburg
301	Central	H. C. Frick Coke Co.	Pittsburg
400	Central	H. C. Frick Coke Co.	Pittsburg
400	Continental	H. C. Frick Coke Co.	Pittsburg
328	Continental 2	H. C. Frick Coke Co.	Pittsburg
300	Continental 3	H. C. Frick Coke Co.	Pittsburg
121	Davidson	H. C. Frick Coke Co.	Pittsburg
323	Dorothy	H. C. Frick Coke Co.	Dunbar
210	Dunbar	Amer. Manganese Mfg. Co.	Pittsburg
110	Dunbar	H. C. Frick Coke Co.	Pittsburg
372	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
350	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
350	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
350	Hostetter	Hostetter-Coke Co.	Pittsburg
345	Junata	H. C. Frick Coke Co.	Pittsburg
308	Kyle	H. C. Frick Coke Co.	Pittsburg
435	Lelsenring	H. C. Frick Coke Co.	Pittsburg
200	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
200	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
509	Lemont No. 3	H. C. Frick Coke Co.	Pittsburg
393	Marguerite	H. C. Frick Coke Co.	Pittsburg
195	Mutual	H. C. Frick Coke Co.	Pittsburg
258	Orphan	H. C. Frick Coke Co.	Pittsburg
400	Phillips	H. C. Frick Coke Co.	Pittsburg
443	Redstone	H. C. Frick Coke Co.	Pittsburg
448	Southwest	H. C. Frick Coke Co.	Pittsburg
425	Southwest 2	H. C. Frick Coke Co.	Pittsburg
150	Southwest 3	H. C. Frick Coke Co.	Pittsburg
204	Southwest 4	H. C. Frick Coke Co.	Pittsburg
101	Standard	H. C. Frick Coke Co.	Pittsburg
80	Stewart	Stewart Iron Co.	Uniontown
444	Trotter	H. C. Frick Coke Co.	Pittsburg
350	United	H. C. Frick Coke Co.	Pittsburg
352	Wainwright	Hostetter-Coke Co.	Pittsburg
309	Wynn	H. C. Frick Coke Co.	Pittsburg
400	York	H. C. Frick Coke Co.	Pittsburg
245	Youngstown	H. C. Frick Coke Co.	Pittsburg

ESTABLISHED 1858 INCORPORATED 1894

## JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

### Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens,  
Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON	EIGHT PLANTS:	KINGSTON ENAMEL WILLIAM COLUMBIA
--	------------------	---

CONNELLSVILLE, PA.

Established 1872. Incorporated 1904.

## Eureka Fire Brick Works

First National Bank Building, Pittsburg, Pa.  
Bell Phone—Court 294.

Manufacturers of High Grade clay  
refractories for Heating, Fitting  
and Regenerative Furnaces, Blast  
Settings, and Arches, Stacks, Flues,  
Glass Houses, By-Product, Rectangu-  
lar and Bee-Hive Coke Ovens.

**Eureka** **E. F. B**  
**Bradoc** **Victor**

**DIFFICULT SHAPES OUR SPECIALTY.**  
Works Office, Mt. Braddock, Pa. Bell Phone—40, Dunbar, Pa.  
Both R. & O. and P. R. E. Connections.

Producers Coal & Coke Shippers.

## Straub-Atkinson Company

Furnace, Foundry & Heating Coke  
Gas, Steam, By-Product Coal  
Union Arcade  
Pittsburgh, Pa.

Operating Coal Mine  
FOR SALE

200 Acres Freeport Coal, in fee,  
fully equipped. Equipment in-  
cludes 250 volt Westinghouse Gen-  
erating Unit, Sullivan short wall  
cutting machine and electric  
puncher. Capacity 250 tons per  
day.

Somerville Mining Company,  
700 Bowman Bldg., Pittsburg, Pa.  
3Nov-21

Bel 90. Tr-State 8.

## Motor Sand

Yough Sand and Stone  
Company  
DUNBAR, PA.

# Boyts, Porter & Co.

## YOUGH PUMPS

Steam, Air and Electric Driven

# Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

## Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

### STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Phosphorus Coke, Smelter, Foundry and Heating Coke  
and By-Product Coking Coal.

Offices—First National Bank Building.  
Uniontown, Pa.

M. M. COCHRAN, President. H. E. STRAWN, Vice President. J. H. PRICE, Sec. and Treas.

## WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars.

Youghiogheny Coal	Connellsville Coke
Steam Gas Coking	Furnace and Foundry
	Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections  
N. P. Hyndman, Sales Agent, 511 Wood Street, Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

## Hostetter-Connellsville Coke Co.

HIGHEST GRADE

### Connellsville Coke

Furnace and Foundry Orders Solicited

Branch Office, Union Arcade Building, Pittsburg, Penna. BELL TELEPHONE 620 GRANT.

HERBERT DU PUY, President. JOHN C. NEFF, Gen. Mgr.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.  
Works—Low Phone No. 1, Herbert No. 2, near Uniontown, Pa.

### Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. E. R. P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.  
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely free from dirt,  
died, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST





## The Weekly Courier.

THE WEEKLY COURIER, Publishers.  
 HENRY T. SYNDER,  
 Founder and Editor, 1878-1916  
 MRS. K. V. SYNDER,  
 President.  
 JAS. DRISCOLL,  
 Editor and Treasurer, Business Manager  
 JOHN L. GAY,  
 Managing Editor  
 Office, The Courier Building, 127 1/2 W.  
 Crawford Ave., Conneltsville, Pa.

SUBSCRIPTION RATES —  
 DOMESTIC \$2.00 per year 5 cents  
 per copy  
 FOREIGN \$2.50 per year 5 cents per  
 copy.

ADVERTISING  
 DISPLAY Rates on application  
 READING NOTICES—Ten cents per  
 line.  
 Entered as second class matter at  
 the postoffice at Conneltsville, Pa.

THURSDAY MORNING, DEC. 1, 1921.

## STILL NOT TIME FOR A CONDUIT ORDINANCE.

The provisions of the proposed ordinance granting conduit rights to the Bell Telephone Company are then given proof, it more was needed, that the present is not the time to give such privileges.

In the first place and of prime importance in any consideration of this subject a comprehensive plan for an underground system has not been worked out, not even sketched in outline. The proposed ordinance provides for but a limited section of the city without view to future enlargement or necessities and for but one of the several aerial wire systems in the city. It will give underground rights to one company—it will not give that company a preferred location in the streets occupied.

Subsequently, when other wire systems have to go underground the paved streets will have to be torn up again and all the efforts and expense to preserve them from this form of "thoughtlessness" will come to naught.

The proposed ordinance makes no provision whatever for compensation to the city in exchange for the valuable rights the city council appears so eager to give away. The fact that the streets are the property of all the people of Conneltsville for the use of which they are entitled to some form of compensation seems not to have been considered and could not be expected to be considered by the framers of the ordinance who are representatives of the public utility which is to become the beneficiary of the city council's all too willing bounty.

Viewing the situation from the standpoint of the citizens of Conneltsville the city council will not be acting in the public interest by hurrying the proposed ordinance into law. The ordinance is a makeshift, a makeshift amendment to its provisions. If it is passed in its present form it will not give the city the people and other wire companies a square deal. Furthermore and in view of the existing circumstances such a grant at this time will save too much of an attempt to make unfair use of the Brimstone Corner police situation.

As has been previously pointed out this situation has been solved by mutual agreement between the Bell company and the interested property owners whereby removal of the obstructive flag pole is to be made. That being the case it is timely to repeat the statement that the passage of an underground wire ordinance can well be deferred until the matter is thoroughly worked out and the question without any doubt is in the hands of the city council for consideration. It is being employed to either secure such a grant or force its acceptance.

## COMPLETING THE ROLL CALL.

Last Sunday having been a day not well suited to the work of canvassing the city for the fifth annual Red Cross roll call, on account of the inclement weather, an effort is to be made tomorrow to complete this task.

The success attending a second day's labor in this worthy endeavor will be dependent almost wholly upon those citizens who for any reason have not yet renewed their membership. Some were absent from home a week ago and others were in parts of the several team districts not reached by the canvassers. It is the aim to reach such persons tomorrow in order that the roll call may be completed without further delay.

Only by cooperation with the team workers can this be accomplished as planned. Persons missed last Sunday can with little and perhaps no inconvenience at all, remain at home for a few hours in the afternoon to receive the team members assigned to their section. If obliged to be away they should arrange to get in touch with some canvasser beforehand and attend to the duty of enrolling those who have already renewed their membership can facilitate the work of the teams by displaying their Red Cross posters and thus save the workers the time required to make a second call at homes where the roll call was answered last Sunday.

In the matter of retaining membership in the Red Cross we should allow no consideration of prejudice or motive to prevent us doing our duty to humanity. Moreover, our pride in serving the splendid Red Cross work and vicinity in Red Cross work should alone prompt us to act as our better instincts so plainly indicate we should do by renewing our membership for another year.

## THE HEALTH BOARD PLACARD.

Persons in Conneltsville and elsewhere who have held or still hold the indefensible position that it is a disgrace to permit the placing of a quarantine placard on a home where inmates—particularly children, are undergoing an attack of some communicable disease—should have heard the address on children's diseases given before the Scottsboro branch of the Red Cross last Sunday.

The speaker who gave point and startling emphasis to her remarks by stating that vital statistics show the death rate among infants infected with measles to be one out of every 10. Surely this fact should cause every mother to adopt every needful precaution to prevent her own or another mother's children being exposed to a disease ordinarily regarded as without serious consequences to those contracting it.

The health boards placard on a home is but a form of kindness to callers said the speaker, which serves to warn them that if they enter they do so at the risk of communicating the disease to their own or other children. It is one of the devices of means adopted in the interests of public health and the use of it in cases of sickness from communicable diseases is a regulation prescribed by law.

Removing the placard which has been reported to have been done by persons in Conneltsville or by acting to having it placed on a home merely because of the caprice of some of the occupants is in the eyes of the law and a punishable offense. It is an act of reckless and gross selfishness on part of the householders. It betrays their unwillingness to do what they can to prevent other homes being inconvenienced by sickness which under certain unfavorable conditions of circumstances may terminate fatally.

The experience of physicians shows that, transmitting the germs of disease by a mild case of child's disease such as measles, diphtheria, or scarlet fever very often induces a most virulent attack in a child exposed to infection. Because of this danger it behooves every member of a family in which one of its number may be only slightly ill from any of these diseases to have just as considerate regard for the protection of all other children as they would demand in protection of their own.

The health board placard on a home is not a disgrace. The absence of it where the law requires it shall be placed or the disregard of it by members of the household or visitors is more than a disgrace. It is a mark of very inefficient citizenship and the sign of a lack of the spirit of neighborliness. It is the duty of every resident of a community to show under circumstances involving the possibility of affliction and distress in other homes.

declared the speaker who gave point and startling emphasis to her remarks by stating that vital statistics show the death rate among infants infected with measles to be one out of every 10. Surely this fact should cause every mother to adopt every needful precaution to prevent her own or another mother's children being exposed to a disease ordinarily regarded as without serious consequences to those contracting it.

The health boards placard on a home is but a form of kindness to callers said the speaker, which serves to warn them that if they enter they do so at the risk of communicating the disease to their own or other children. It is one of the devices of means adopted in the interests of public health and the use of it in cases of sickness from communicable diseases is a regulation prescribed by law.

Removing the placard which has been reported to have been done by persons in Conneltsville or by acting to having it placed on a home merely because of the caprice of some of the occupants is in the eyes of the law and a punishable offense. It is an act of reckless and gross selfishness on part of the householders. It betrays their unwillingness to do what they can to prevent other homes being inconvenienced by sickness which under certain unfavorable conditions of circumstances may terminate fatally.

The experience of physicians shows that, transmitting the germs of disease by a mild case of child's disease such as measles, diphtheria, or scarlet fever very often induces a most virulent attack in a child exposed to infection. Because of this danger it behooves every member of a family in which one of its number may be only slightly ill from any of these diseases to have just as considerate regard for the protection of all other children as they would demand in protection of their own.

The health board placard on a home is not a disgrace. The absence of it where the law requires it shall be placed or the disregard of it by members of the household or visitors is more than a disgrace. It is a mark of very inefficient citizenship and the sign of a lack of the spirit of neighborliness. It is the duty of every resident of a community to show under circumstances involving the possibility of affliction and distress in other homes.

## A NEW AND BETTER BRIDGE.

One of the strongest arguments in favor of a new bridge over the Lough at Conneltsville instead of spending a large amount for repairs, is that traffic has developed to such an extent that the present bridge is inadequate. The roadway, the original design of which did not make provision for such a growth in traffic as has occurred, is too narrow to give proper accommodations or to insure safety to both street cars and motor driven vehicles. Only by rare good luck and care on the part of automobile drivers has the number of accidents been small in number and without fatal consequences.

The element of cost will doubtless be very carefully weighed by the commissioners in considering the proposition. Upon this point the advocates of a new bridge will be prepared to show that in the course of a few years it will be necessary to spend more money in repairs than replacement by a more modern structure will cost. Even after a series of repairs, the present bridge will afford no greater facilities for the traveling public than it does now. The roadway cannot be widened and about all that can be done will be to replace weakened parts.

The present bridge was erected at a time when no person had the vision to foresee how fast would be the increase in traffic flowing over it within 25 years after its erection. For many years following the replacement of the old suspension bridge which had served its purpose well for upwards of half a century the present bridge afforded ample accommodations. Since its erection the automobile has come into existence as one of the most universally used means of transportation. In building the bridge, its evolution was not anticipated much less was it taken into account in planning the structure. Neither was it realized that the bridge would form a part of one of the busiest thoroughfares in the county.

To meet the new conditions for which the bridge is now inadequate and will become still more so as more modern structure is an absolute necessity. In its erection it of the reinforced concrete type, some consideration can be given to greater attractiveness in design which is conceded is sadly lacking in the present bridge. This need add nothing or at least very little to the cost and will add in giving a more pleasing aspect to the structure which is capable of some adornment as one of the important gateways to the city.

From every standpoint of increased facilities utility economy in maintenance and improvement in the interests of the city and better accommodation for the traveling public a new bridge has every argument the boosters may present in its favor and none against it. That being the case, careful consideration of the proposition by the county commissioners can we believe be confidently counted upon particularly if the people of the community manifest such a degree of interest as will show to the commissioners that this is not only a desirable but a necessary public improvement.

The December meeting of the mine inspectors might profitably be held at the scene of the Hillersville fire. It certainly would give point to the discussion as to the dangers and means of avoiding conflagrations of this kind.

## Hope or Tribute to Experience?

Was it hope or tribute to the experience gained in West Virginia war fare that dictated the selection of John L. Gay as one of the technical advisers to the American delegation at the armament conference?

I inquired as to whether Arthur M. Advertiser.

George Hutchinson is in a terrible state. He don't know whether to put up with doors at the police office or wait and let his successor do it.

## Wisdom of Republican Policies

Developments in various parts of the world are conspiring to prove the wisdom of the policies of the Republican administration.

From the very outset the administration turned a deaf ear to all proposals which smacked of state socialism or had for their end the invasion by the government of the field of private enterprise and initiative. As a result the United States has traveled further on the road back to normalcy than any other nation which participated in the war and the manner of its journeying has been in a not so unobvious of the rules of sound economics.

Compared with any European nation the United States is infinitely better off in every respect living costs are lower wages are higher industry is more active and business is more prosperous and on a sound basis. Take for example England where although conditions are admittedly better than in the European countries the situation nevertheless is ominous. The depression of her markets abroad and the invasion of her markets at home have almost brought about the collapse of British industry. Her unemployed are now officially estimated at over 1,600,000 which is proportionately much greater than the estimates of unemployed in the United States. She has attempted to cure the problem of unemployment by the payment of government subsidies to her idle citizens. She has just made public it is the amazing fact that during the past year 46 per cent of the English population has received some form of government hand out costing the national treasury nearly \$2,000,000,000 in cash which is equivalent to \$100 taxation for every English family. But instead of curing or even relieving the situation it has only aggravated it. The want to work so long as they can find it is the cry of the English people from the public treasury.

One evil breeds another and in an attempt to assist business sustain the burden of taxation incident to all this and to hold its own in foreign markets the British government now is contemplating subsidizing commerce and industry. The wiser ones are protesting against the continuance of this futile attempt to lift the country by means of the handouts.

What is happening in England is happening in continental Europe as for example in Switzerland the home of the League of Nations, employment is seven times worse than it was a year ago. The Swiss government is paying 10,000,000 francs a month in unemployment pensions with the certainty that this must be increased. Here too commerce and industry are asking that they be subsidized in order to assist them to carry the burden of subsidizing the unemployed. The government has already given out aid to the amount of 20,000,000 francs to the wheat industry and other industries are on the list for subsidization.

Only in the United States has the central government pursued the policy of getting out of business and letting individuals and businesses sustain the burden of their own support. The result has been a vindication of the policy of individualism as against the policy of socialism. The United States has practiced self reliance. It has emphasized the doctrine of individualism. Instead of looking to a League of Nations or other outside influences to solve its problems and becoming thereby dependent upon such influences the United States has put its hand to the plow and it is among nations has the same deadening effect a communism among individuals.

The United States by keeping out of any international communist association has preserved not only its nationality but its economic vitality and stability. This has not prevented the United States from doing its full share in the process of reconstructing a war devastated world. As President Harding said in his recent address at Yorktown Virginia there must be cooperation among nations but as he so wisely phrased it this must be accomplished by each of them in its own peculiar national way contributing to the common good progress and advance of mankind. It is not necessary for this country to be long to any international communist in order that it may fulfill its duty to civilization.

It is well on the eve of the conference to discuss limitation of armaments to keep these facts in mind.

## MAKING MOVING PICTURES USEFUL.

The initial exhibition of educational films at the Baltimore and Ohio V. M. C. A. through the cooperation of a well-known local furniture establishment shows how this great modern industry can be made to a more useful purpose than merely providing entertainment sometimes of a questionable character and often of a wholly objectionable character.

Observation is one of the best means of obtaining information. This is particularly true in the study of subjects such as are contained in the high school curriculum. Having been instructed in the basic principles of facts seeing how facts are applied or made practical drives the student home with such force that a correct understanding is the result.

This presentation of films show actual processes in the realm of physics impresses the student mind with the truths contained in the deriving principles so vividly that the exhibition becomes a most useful adjunct to classroom work. It even possesses entertainment features but the interest which such exhibitions arouse.

It is to be hoped therefore that frequent opportunity will be afforded the students of the high school and adults as well to see films of this character.

## Another White Man's Hope

New York Herald.

"A person if pernicious anatomy having been discovered business may pick up."

## Abe Martin



Fastmaster Joe Spitz announces that the United States is a free country. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery.

Fastmaster Joe Spitz announces that the United States is a free country. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery.

Fastmaster Joe Spitz announces that the United States is a free country. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery. He says that he has just returned from a trip to Europe where he saw the people of that country in a state of slavery.

## Soldiers' Bonus Approval

Lincoln Gazette Times

The apparent overwhelming success of the soldiers' bonus proposal on which Ohio voters voted last Tuesday reflects in a fair measure the popular attitude of Americans on the subject of additional recompense for the men who fought in the World War. If we remember correctly the state in which a bonus proposition has been voted on has approved it. This makes a convincing answer to those who are ungrateful to the soldiers and their families.

It is regrettable that federal action which we all feel will be taken has been postponed. A good many people will assert that if the states can make monetary provision for the former soldiers and their families, why should the federal government do so? But the cases are entirely different. Ohio for example is a people having amended their constitution to authorize an issue of bonds for the soldiers' benefit will make the payment gradually from the proceeds of securities sold as needed and the redemption of which will be spread over a long series of years. The taxpayers will not be sensible of any considerable additional burden in carrying the charges. Anyway the people themselves have consented to the necessary taxation.

At Washington on the other hand Congress is confronted with the necessity of providing through taxation for carrying an enormous war debt which already is irritating and burdensome. The public demand is for a scaling down of charges. To provide bonus payments for the approximately 4,000,000 defenders would require an immediate increase of taxation beyond the endurance of the people. At least that is the way the national lawmakers and administrators regard the subject. That they are sympathetic with the desires of the former service men presages favorable action at the earliest moment it is feasible to comply.

## FOOTBALL FAN LETTERS

The lives of 10 young men which was the toll of the football game during the season now closing was a tragedy too great a price to be paid for any outdoor sport. In fact the loss of even a single life cannot be compensated by all the benefits that might be derived from the hundreds of contests held during the season. That any fatalities or serious or permanent injuries resulted to players shows that this sport still has its dangerous phases notwithstanding the radical revision in the rules which have been made in recent years. The statistics of the last season reveal the fact that the larger number of fatalities occurred among players having the least experience and those who have not had the benefit of the most thorough drill and training. Of the 10 deaths resulting from participation in the game nine were members of high school and what are termed sand lot teams made up of boys in town and villages who are not subjected to the intensive training and physical examinations given to the players on the college teams.

Doubtless the majority of the young men whose lives were sacrificed were physically unfit to engage in this strenuous sport as previous tests by a medical examiner would have determined. Many of the teams being without the services of an experienced and well qualified coach did not have the amount or kind of supervision in their play that is required in order to reduce the dangers to the minimum.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

the amount or kind of supervision in their play that is required in order to reduce the dangers to the minimum. Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players.

The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

Their enthusiasm the younger players depend more upon strength than generalship or skill and with greater risk to themselves and other players. The experience of the past and at present seasons make it reasonably plain that football is a game that can not be indulged in recklessly without subjecting the players to great hazards. It has been shown that it is a game that can not be indulged in recklessly without subjecting the players to great hazards.

## TWO IMPORTANT BILLS MADE LAWS.

Two important measures the final passage of which was long deferred by obstructive tactics in Congress chiefly in the Senate have become laws by the approval of President Harding.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.

The signing of the first of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act. The signing of the second of these measures popularly known as the anti-bill automation law closes the gap in the national prohibition law created by the repeal of the Volstead act.



**Bible Conference Planned.**  
The Bible class of the Pennsville Baptist church will hold a Bible conference December 9, 10 and 11. Good speakers will be secured and special music will be arranged. The program will be announced later. Elmer Bigley is president of the class.

**Light Wanted at Car Stop.**  
A petition for a light at Church corner and Leesentown will be presented to the West Penna. Railway company, it is reported.

**Burned Car Identified.**  
The abandoned automobile found in the woods near Mount Vernon Mines was found to be that stolen from the Nuttall garage, Conneaut, by the residents of this town who was partially destroyed by fire, and brought to the garage here.

**First Wilkitt Walk.**  
C. B. McCormick has the first willkitt hereabouts. Contractor F. Ridgely laid one Friday for him in front of his new residence at Poplar Grove. It is four feet deep and is a walk leading to the porch.

**Advertise in The Weekly Courier**

**Veteran Engineer Dies**  
PITTSBURGH, Nov. 25.—James W. Patterson, 72 years old civil and mechanical engineer, died at his home here today.

**To Build a Spring.**  
The Water company is to begin construction of its new water building in June on new spring water. A new agreement made in 1903 was signed. Plans for the building are being revised.

old widow of Hanson, 61, is a resident of Dunbar. She said normally a whole one at a time, then she had to take a separate column rain, a kitchen, hospital. At left a hot in the and 11 in 183, a daughter of Hanson, 45, was

PLATFORM AND SELF DUMPING  
LARRIES SCREENS, CHUTES BULL WHEELS, HEAVY  
GEARS AND SPECIAL MACHINERY.

[illegible]

GEORGE A. HENRY JR., President  
of the  
GEOGRAPHIC SOCIETY OF AMERICA